

CALVERTON VILLAGE SERVICE DISTRICT

Growth Patterns and Historic Resources

The Village of Calverton is located on Route 28, midway between the Village of Catlett, two and one half miles east, and the Village of Midland to the west. In former times, this community provided a variety of services to the surrounding farms, and a rail depot for dispatch of farm products to eastern markets. Calverton's roads; Route 603 -- Bastable Mill Road, and Route 616 -- Casanova Road / Bristerburg Road; reference this service function since these radiate out from the village to the nearby farms.

Calverton has an established history, development scale and community character relating to the agricultural economy, which residents wish to preserve. New business, churches and residential subdivisions, as well as "infill" development should seek to retain the historic patterns of scale, massing and building placement, which presently define the look of the village. Examples of this look include are represented in the graphics in the following pages for the community. See Exhibit 9, Exhibit 10, and Exhibit 11.

1. Existing Characteristics

a. Population.

The Village of Calverton in 1990 had 152 residents and is estimated to have grown to a population of 225 in the year 2000.

b. Constraints.

Calverton's growth over the past 30 years has been limited, principally by local soils that do not "perk" well, and consequently are not suitable for conventional septic drainfields. Exhibit 12 illustrates the location of these poorly draining soils. Like Catlett, Calverton's existing home experience poorly functioning or failing drainfields have been the subject of a variety of soil studies and engineering reports through time.

Calverton is not served by public water through the Fauquier County Water and Sanitation Authority. Homes and businesses are served through their individual wells. Fauquier County completed the *Water and Wastewater Master Plan (Camp Dresser & McKee)* in March of 1997. The study indicated that if public supplies were to be provided in the future that the first step would be to conduct a groundwater investigation. The second step would be the test well drilling and requisite water quality and yield analyses, and then the final step would be the design and construction of the necessary pumping and treatment facilities. No action or pursuit of this alternative has occurred.

- 2. Historic Resources.** Calverton has a classic rural village core close to the railroad depot. This core is located along Old Calverton Road, a street that was subsequently replaced by the current Route 28 to the north. Casanova, Bastable and Bristerburg Roads radiate out from this core and link the core with those farms that used the depot to ship their milk and other products to market and receive goods not obtainable in the village.

A Historic Resources Survey is being completed for the County through the Virginia Department of Historic Resources. This survey, which includes Calverton, will supplement previously gathered information, with a special emphasis on structures built before 1950, and on more modest “vernacular” buildings that were formerly not recognized for their important community contribution.

The historic zone of Calverton, generally depicted in Exhibit 13, and elements may qualify for nomination to the National Register and the Virginia Sites of Significance. Preliminary information forms have been completed indicating the area that would qualify for district classification. Additional work must be done in order to prepare a formal application justifying why this core is eligible for inclusion. No land use or other regulatory rules apply if a structure is placed on the National Register as a Historic District. However, certain rehabilitation and structural improvements on such buildings would qualify for tax abatement and other incentives.

Implementation Strategies

- Encourage the community organizations to complete final forms to qualify the designated district for inclusion on the National and State Registers.
- Designate a larger Historic Area delineation in order to “frame” the historic core with residential and commercial development that is consistent with the building placement, scale and character of the core.
- Integrate pedestrian and bike-path design for any future Route 28 and village street improvements in order to facilitate tours of the village featuring its historic past, the Civil War and future park amenities.
- Actively work with the Virginia Department of Transportation to assure that future Route 28 improvements do not negatively impact community historic resources, or community character.
- Include Calverton and its Historic Zone in County economic and tourism marketing efforts.

Village Land Use Plan & Phasing

1. Village Vision. *The Citizen Planning Committee developed the following description*

for the ideal future for the Village of Calverton in the year 2050:

- Calverton will have a community strong identity, focused on a central park, with a fountain, and place for community meetings. It will be a small town with efficient utilities, surrounded by open space and preserved wildlife.
- Trails (bike/horse/walk) will link elements within Calverton, as well to Catlett and Midland. Calverton will be a small, clean, harmonious, modern community in an old fashion setting. It will remain a rural, farm based village with as little impact from through-traffic (i.e. large trucks) as possible, and will experience only modest amounts of growth.
- Calverton will be a small rural village, centered within an agricultural community, consisting of single-family dwellings, agricultural support businesses and other businesses that depend on the local community as a primary revenue stream. Public facilities will focus on the needs of the community; there will be no high density development. Employment centers and recreation will be within walking distance to some people, while others will be served by public transportation.
- It will be a livable community with well planned neighborhoods that are served by public water and sewer, and open space and green area for all to enjoy. It will have an open, neat, orderly, balanced mixture of residential, commercial, and light industry with open space, and public facilities for recreation, transportation and education.
- Cedar Run and Owl Run will be clean streams with parkland along the floodplains, connected by trails.
- The Calverton Service District will serve as a community center for southern Fauquier. Residents will be able to shop locally, rather than going to the larger towns and cities to the east.
- Commercial and light industrial businesses will be in the District as well as some residential growth.
- Transportation will be by way of a four-lane Route 28, with traffic lights at dangerous intersections. A Virginia Rail Express station will become the hub of the community. Areas outside of the Service District will remain open space and preserved for agriculture. Businesses and industry located nearby to minimize commuting. Schools will be within the community to minimize busing.
- The present churches in Calverton will be preserved.

2. *Land Use Plan.*

- a. Land Use Plan. Map 6.6D represents the Land Use Plan of Calverton. The core of the community is located at the intersection of Routes 616, 603 and 28, and the existing railroad right-of-way. Land uses within the wedges generated by these corridors would include commercial, and mixed commercial/residential uses. Immediately south of this core would be a major park, located within the 100 year floodplain of Owl Run. Two land bays in the southwestern quadrant of the Service District would be reserved for light industrial uses, while the south-eastern quadrant would be reserved for single family, low density residential. One development bay to the north of Calverton's village core would be reserved for a new school site, which can serve as a middle school in the future for Catlett and Midland. This new school would be separated from the existing H.M. Pearson School by an active recreational park. Land located north of Route 28, to the east of Calverton would be reserved for a Hi-tech office/industrial use. Map 6.6.D-2 presents one illustration of how this community could look as it matures.

Tables 6.9 C and 6.9 D present a land use summary for all categories of land uses, as well as the projected number of residential dwellings and residents.

- b. Plan Precondition. The plan outlined in this section and the Calverton Village Service District are both based on the implementation of a cost effective public sewer system. (See pages 14 - 16 for a discussion of past efforts to develop a cost-effective sewer program for Catlett and Calverton.) Significant change of this precondition should be referred to the Catlett and Calverton Citizen Committees for their comment.
- c. Phase 1 of the proposed sewer system in Calverton is shown on Map 6.6E.

Plan Phasing. Phase 1 is intended to provide sewer service to existing dwellings and commercial uses in Calverton that are experiencing failing drainfields, and some modest "infill" between these existing uses. Map 6.6E also shows two satellite service districts serving H.M. Pearson Elementary and Southeaster Schools. The same map further shows a potential sewer remediation district designation opposite H.M. Pearson School. This potential remediation district would be available for existing dwellings with no other practical on-site recourse, and that must have a connection with public sewer. Phase 1 would be limited to the area shown on Map 6.6E. Allocated capacity would be some $\pm 35,000$ gallons per day, and no further expansion of these districts is anticipated until after existing failing drainfields were remedied. A small diameter collection and wastewater treatment system currently under consideration is modular in nature, with a disposal site identified to the west of the Village of Catlett.

Phase 2, or subsequent sewer facility and collection system expansion would need to be funded by future development consistent with the Calverton Village Service District Plan. Extension of sewer service beyond Phase 1 and/or Phase 2

boundaries would require an amendment to the Comprehensive Plan.

TABLE 6.9 C
Calverton Service District - Existing and Planned Land Use by Acre

Land Use Category	Total Acres	Cumulative Dwelling Unit Totals		
		Existing [2001]	Phase 1 [2010]	Phase 2 [2020]
Low Density Residential (LDR)*	658	78	78	115
Mixed-Use / Commercial**	112		20	30
Commercial	32			
Light / Flex Industrial	236			
TOTALS	1,038			

* assumes 1.0 to 3.0 dwelling units per gross acre

** assumes some limited residential

TABLE 6.9D
Calverton Service District - Population Forecasts and Service District Capacity

	Cumulative Population Forecast	Cumulative Dwelling Unit Forecast	Cumulative Wastewater Forecast*
2000	225	78	21,400
Phase 1 [2010]	285	98	34,500
Phase 2 [2020]	420	145	69,000

assumptions:

- average of 2.89 persons per dwelling
- 100 gallons per day per person
- 15% of treatment capacity in each phase is allocated to non-residential uses
- average density of 1.5 dwellings per gross acre for new development; based upon acreage in Service District (only possible if additional wastewater treatment capacity is provided)
- * Includes existing business connections.